SUCCESSFUL YOUNG ST. LOUIS INVENTORS.

INVENTIONS ARE THE PRODUCT OF RIPE MINDS, NOT OF CHANCE.

BY PROFESSOR C. M. WOODWARD,
Principal of Manual Training School, and President of the St. Louis School Board.

Inventions—the inventions that amount to anything in the industry and science of the world—are not spontaneous things. They are the products of mature thought, long and careful application, and studious experiments. They are evolutions from crude ideas. They are the products of ripe minds, not of chance. They are growths, not accidents.

The purpose of education, in whatever branch, is so to prepare the young mind that it will be capable of reasoning, carefully and accurately. In the Manual Training School, for instance, there is no inventing. The theory is that the pupils in the schoolrooms and workshops are not men of ripe experience. They are there to learn fundamental principles. They are there to have their minds developed—to learn the use of the tools of the trades, whether those tools be the chisel and the hammer, or the pencil, or the pen, or what not.

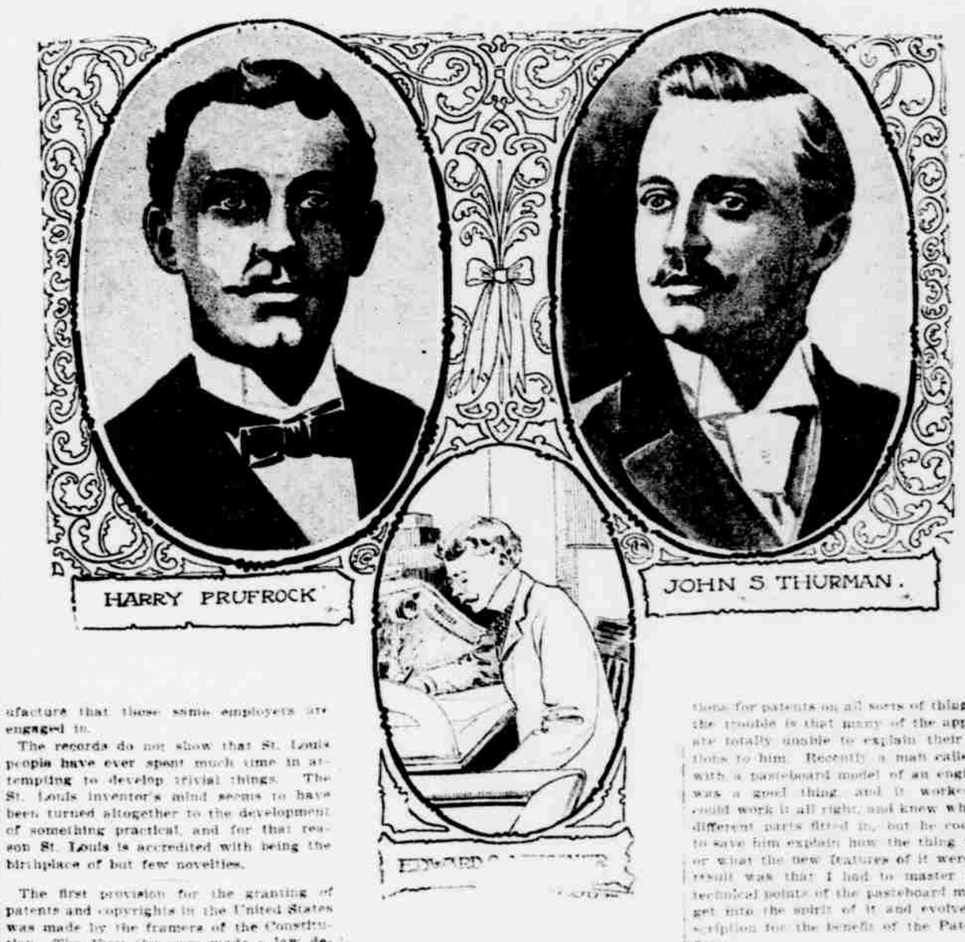
Every educator knows that children have whims. At various times in his life, a boy wants to engage in various industries. At one time, for instance, he wants to be a driver. When he gets to be a little older he wants to be a farmer, or perhaps a railroad man; he may, later, want to be an elevator boy; he nearly always fancies himself a soldier when he gets big enough; then he wants to be a musician, or a carpenter, or a blacksmith, or a preacher, or a lawyer, or a doctor. He has all sorts of whims during his formative period. Parents see this, and they frequently imagine that he has a special bent for what he fancies most. In nearly every case, these earlier whims do not indicate anything whatever, except that the boy is growing, in mind as well as in body; that he is becoming acquainted with the fact that there are many industries and professions in life. It is not safe to interpret these whims as indications of what he will be when he finally reaches an age when he can really decide what work he will take up.

We tell the parents of these boys to pay no attention to whims. We tell them neither to encourage nor discourage them. Their whole duty is to see that the mind of the boy is evenly developed. Put him in school, where he can acquire a general education. By the time that this is completed, his mind will have developed sufficiently to enable him to know something of what he wants to do in life.

But this education should be even. He should be allowed to learn that life is a many-sided thing, and that the man who would succeed must have a good general knowledge.

Therefore, in school we do not encourage pupils to attempt inventions. We teach them how things have been done and how they can do the same things in the same way. For instance, we have in the Manual Training School the parts of a compound engine that the pupils are building. But they are not making those parts according to their own ideas of how they should be made. They are closely following the patterns furnished them by the expert in such matters, who is their teacher. To let the boys follow original ideas would be to make a failure of the compound engine. It would not run. The boys are apprentices; they do not know, except in a vague way, what a compound engine is. But by helping to build one under the direction of a man who does know, they are learning, and after awhile they will be able to design and build one themselves. When they have reached that stage of their education, then will be the time for them to make experiments.

Only by acquiring a thorough knowledge of how a thing is done, can a person be in a position to evolve intelligently a plan for the improvement of the method of doing that thing.



WRITTEN FOR THE SUNDAY REPUBLIC.

Inventive minds in St. Louis are working overtime just now. They are getting ready to present great things to the people who will come to view the great St. Louis World's Fair in 1901. Patent attorneys say there has been no perceptible increase in the number of inventions actually granted, as the Fair is too remote yet; but has been a great increase in the number of inquiries concerning the methods of securing inventions, and there are signs of increased activity in the inventive field.

St. Louis was never a city in which the number of inventors was large; but St. Louis men have invented many of the most important things that are now in general use in the industries. Several large fortunes have been made from these inventions. In fact, some of the largest industries in St. Louis owe their origin and growth to some invention, by means of which the industry in which they engage has been revolutionized.

The first pneumatic hammer, as it is now known to the trade, and is in general use, was the invention of a St. Louis man. Benjamin Brazelle was the inventor, and his discovery was by accident. Brazelle built a steam pumping engine in Boyer's shops for a company of which Charles P. Chouteau was president. The pump in the engine hammered the ends of the cylinder until their very existence was threatened. Brazelle thought to solve this by so arranging a chisel that the vibrations of the piston would deliver impacting blows on the head of the tool. A block of wood was placed under the sharp edge of the chisel to hold it in place, and it was found that the light taps on the head of the tool drove the chisel into the wood. Then a metal block was placed under the chisel, and the chisel cut into this. Likewise with stone. The blows against the head of the chisel were very light ones, but were given with great rapidity and revealed the fact that a series of quickly delivered taps will do the work that it was previously thought required very heavy hammering. Later Brazelle invented the first pneumatic hammer for heavy work.

The discovery of a process for enameling iron and other metal was the foundation of the Niedringhaus mills at Granite City and St. Louis. This discovery was the work of F. G. and William F. Niedringhaus of St. Louis, and was one of the greatest commercial discoveries ever made.

Likewise, the American Steel and Foundry Company's huge mills, also at Granite City, are the growth from an industry built up by the discovery of a St. Louis man, James G. MacRoberts, that steel could be cast in a green sand mold, having a dry sand runner. No discovery in the history of the industries has had a greater effect upon the manufacture of iron and steel goods.

Giles F. Filley, who recently died in St. Louis after an honorable career of many years, built up an enormous fortune from his discovery of the practicability of wire gauze even doors for cooking stoves and ranges.

The electric ventilating fans, that play so great a part in making summer bearable, were made possible by the discovery of a St. Louis man, the late Alexander Meston. Mr. Meston, after a series of experiments, devised an alternating current electric motor. Experts said he would never do it, but he persevered and succeeded. When he died in 1894 electrical journals all over the world contained long eulogies on his work and the benefits his life had been to electrical science.

But Mr. Meston did not perfect his inventions. His small motors were perfect, but it was found impossible to follow the same lines in building large alternating motors. The solution of this problem was the work that Pillsbury, another St. Louis man, successfully undertook, thereby creating another revolution in electrical engineering.

Alexander Euston, also a St. Louis man, revolutionized the process for the manufacture of linseed oil by discovering a new process. Previous to the discovery of the Euston process, flaxseed, from which linseed oil is extracted, was reduced to a pulp and the oil extracted by means of very heavy pressure, requiring the use of bulky and expensive machinery. Now nearly all the big linseed oil manufacturers use the Euston process, which, through the necessity for simply cracking the hulls of the seed, requires much lighter and less expensive machinery, and gives better and more scientifically accurate results.

Edward Walsh, Jr., a St. Louis man, and president of the Missouri Glass Company, is another contributor to the improved industrial methods. He discovered a process by means of which a glass which gives as much light as any glass, and is still opaque, so far as seeing purposes are concerned, can be manufactured without the necessity of special pressure against a pattern table. This discovery has had an important effect upon the manufacture of fancy glass.

A number of St. Louis men have made great improvements in methods for the distribution of electric currents along the feed wires of electric railroads, and the city is noted for its transformers, which permit of the use of a much smaller volume of electricity than would otherwise be required. There are a vast number of both minor and important inventions in connection with street railway equipment and machinery that are credited to St. Louis men. George W. Baumhoff's name figures largely in the letters-patent for these inventions.

One of the first patents granted to Mr. Baumhoff was for the method that was generally put into use on the Lindell Railway of combining two small street cars into one large combination car. Otto Schmid is also credited with being the originator of some of the most important of the street railway equipment improvements, and he is regarded as one of the originators of the gigantic rail-breaking machine, which has wrought such an important part in the tearing up of old street car tracks. The names of Casper S. Yost, George W. Baumhoff, A. H. Hagemeier, F. Fitzler and Otto Schmid are also found in the patent reports in connection with important improvements in street-car fenders.

Frank Wyman, one of the best known men in St. Louis, is given in the Patent Office reports as the inventor of a valuable evaporator for hot-air pipes.

William Levy, a St. Louis architect, has recently perfected and patented a mechanism by means of which a double-barrel shotgun may be provided with only one trigger, which will fire either or both barrels of the gun. He has been at work on the device for some time, and his first patents were taken out some time ago. But he found that the recoil of the gun would sometimes cause an unintentional discharge of the remaining load in the gun, and has only recently succeeded in overcoming this defect. He has made arrangements with an Eastern gun manufactory to manufacture guns on his plan.

Charles E. Boyer of St. Louis has a patent on an ingenious device which is expected to do away with the hat pin, the dependence of every woman. It is an arrangement of two small combs at the side of the interior of the hat, and a system of operation which permits of the fastening and unfastening of the combs to the hair.

De Kerola James T. Hiatt and Frank C. Rinsche, two St. Louis young men, have recently patented an adding machine which promises to upset certain recognized methods in the manufacture of those machines and introduce a number of novelties in their work.

A number of St. Louis men have secured patents on flying machines and air ships, and models of some new devices are in the offices of some downtown patent attorneys now. But none of these devices have proved any more practicable than have those invented by people in other cities and other countries.

In the shoe manufacturing business there have been a number of improvements, and St. Louis men are thick in the list of the inventors of them. Perhaps one of the most important of these inventions is a shoe lasting machine invented by Thomas Avery and a man named Sinning. It is in use in nearly every shoe factory in the country.

St. Louis men of wealth are quick to furnish backing to inventors of things that give fair promise of success, and after they once get interested in an invention, they will stand by the inventor until he has finally made the thing a "go" or has given it up. One of the best-known of the St. Louis backers of inventors is Adolphus Busch. Mr. Busch has been "behind" a number of inventors, and is at the present time, and he is said to have reaped a rich reward, for the reason that he never gives up while there is the least semblance of hope of success. This trait of St. Louis rich men has been a part of the history of the town, at least ever since Charles P. Chouteau, Gustave A. Booth and Pierre Chouteau stood back of Benjamin Brazelle in his perfection of the first pneumatic hammer. It is safe to say that at the present time there are a dozen rich men of St. Louis furnishing the "sinews of war" to inventors who are trying to complete the details of some new device.

And this is aside from the big commercial and industrial enterprises that stand ready at all times to buy good inventions, or to spend money for the development of good ideas. A large number of St. Louis manufacturing concerns have in their employ men whose official titles are not indicated, but whose time is largely devoted to experiments on improvements and the development of new ideas in the line of manufacture that these same employers are engaged in.

The records do not show that St. Louis people have ever spent much time in attempting to develop trivial things. The St. Louis inventor's mind seems to have been turned altogether to the development of something practical, and for that reason St. Louis is accredited with being the birthplace of but few novelties.

The first provision for the granting of patents and copyrights in the United States was made by the framers of the Constitution. The First Congress made a law defining what a patentable invention was, and empowering the issuance of patents. Since then the United States has developed into the most inventive nation of the world. In 1836 the business of granting patents had grown to such an extent that a Patent Office was established. In the first year of the existence of this office—1837—the number of patents granted was 435. In 1859, the number had grown to 993, out of 2,998 applications. In 1880, 25,012 applications were made, and 13,947 patents were granted. In 1890 47,948 applications were made, and 26,282 patents were granted. The largest number of applications ever made in one year was in 1897, when 47,956 requests were made. The number granted, however, was nearly 2,500 less than in 1890, being only 23,784. The next year the number of applications fell off to 35,812, while the number granted was 22,267.

"People have been inventing things since the year 1, I suppose," declares Frederick R. Cornwall, one of the successful patent attorneys in St. Louis. "And they have been patenting these inventions for many years. Perhaps one of the oddest patents ever granted was that given for a contrivance which was to be fastened to a cow's tail to prevent her from switching it into the milk bucket and the milker's face. Another odd invention, granted in 1778, was for a revolving firearm, which was in reality the foundation of the Colt's revolver. The description of the patent recites that it is a firearm with a revolving cylinder on a tripod, and that it is designed to shoot both round and square bullets, the former for killing Christians, and the latter for killing Turks.

"The records of the Patent Office show that the East is the great inventing section of the country, although there are many patents issued to people in the Middle West. Reports for three weeks recently show that New York leads with a total of 217; Illinois comes next with a total of 113; Pennsylvania has 117; Massachusetts, 115; Ohio, 88; New Jersey, 58; Connecticut, 46; Missouri, 42, and California, 35. The greatest number of inventions are granted to people of those States in which there are the greatest number of manufacturing industries. Agricultural States, like Missouri and other Western States, produce comparatively few inventions.

"The field of technical information that a patent attorney must acquaint himself with is wide. He is called upon to file applications for patents on all sorts of things. And the trouble is that many of the applicants are totally unable to explain their inventions to him. Recently a man called here with a pasteboard model of an engine. It was a good thing, and it worked. He could work it all right, and knew where the different parts fitted in, but he could not to save him explain how the thing worked or what the new features of it were. The result was that I had to master all the technical points of the pasteboard machine, get into the spirit of it and evolve a description for the benefit of the Patent Office.

"It requires at least a year, as a rule, to get a patent through. The office is behind with the work, and there is a long natural delay while the patent officials go through all the records of past inventions, examine them and make sure that the new thing is not an infringement on some other patent. And if there is a possible chance for an objection the Patent office makes it. It is a necessary precaution. And then it devolves upon the petitioner to show that the thing he has invented is new and useful. Often this requires a vast amount of work and a long time."

J. S. THURMAN:

Who Has Found New Ways of Harnessing Air and Using It.

Just at the present time there is no more interesting question to inventors of the country than that of pneumatics. One of the young St. Louis inventors who has devoted the best part of several years to this question, and has at last resolved it to a working basis in a number of profitable ventures, is John S. Thurman. Mr. Thurman has recently perfected a high pressure air compressor, which pumps air to a pressure of 2,000 pounds to the square inch, and stores it in steel tubes for the purpose of furnishing motive power for incandescent light plants, small machinery, automobiles and for various other uses. Some of the other things that Mr. Thurman has invented are:

Compressed air motors for street railway cars and automobiles.

Special machinery for the economical compression of air.

Pneumatic and other labor saving devices for railways among which is an arrangement by which the engineer in the cab of a locomotive can change the position of his electric headlight so that the light rays will follow the curves of the track.

A compressed air horse cleaning, carpet sweeping and renovating and wall cleaning device.

This last named is one of the most recent of Mr. Thurman's inventions and one of the most unique. The carpet sweeper and renovator has much the appearance of an ordinary mechanical carpet sweeper, except that in it there is a compartment which collects the dust as it is taken from the carpet. Connected with the sweeper is a small glass tube, to which the liquid to be used in fumigating or disinfecting the carpet is kept and automatically filtered into the body of the sweeper. There are no brushes to the sweeper. A rubber hose connects the tank of compressed air with the sweeper, and a button in the handle regulates the current. The air is sent through the body of the sweeper, down through the texture of the carpet and then back into the sweeper, where it finds an outlet after it has deposited its load of dust, brought up from the carpet and the floor beneath, in the dust receptacle.

Mr. Thurman was, until a year ago, chief mechanical engineer for the Missouri Pacific and Iron Mountain roads and got his idea of compressed air as a house cleaner from the use that was made of it in dusting out railroad cars. But before the system could be used in the house it was necessary to devise means of keeping the dust in the machine, and it required considerable study and experimentation.

Another invention of Mr. Thurman has to do with ringing a locomotive bell. His plan, which is in practical use, consists of a system of ball bearings by which one pull of the bell rope will cause the bell to ring twenty-three times. A system for entirely illuminating the machinery of a locomotive by incandescent lights is another Thurman invention.

LOUIS A. HOERR:

Who Went About Being an Inventor in Quite an Unorthodox Way.

Louis A. Hoerr planned a career as an inventor, and has succeeded to an extent which set at naught the predictions of the wise friends of his youth. Mr. Hoerr graduated from the Manual Training School in 1891. Within the past two years he has invented some twenty-six new things in connection with railroad equipment. About twenty of these have been patented, and most of them are in use by various railroads.

One of the most successful of Mr. Hoerr's inventions is a pneumatic locomotive track-sander. It is now in use on nearly all the trunk lines of the Middle West and West. The patent was sold to a Philadelphia concern almost before it had been granted. Another invention—or rather two other inventions that have met with great success are his flush and outside doors for freight cars. They are designed to give better protection to the contents of cars by absolutely excluding dust, cinders, sparks and rain. The flush door fits into a facing when in place, and is exactly flush with the outside of the car. To open it a crank is turned, throwing the rear of the door out of the setting and allowing it to run back on an iron runner at the top. The outside door looks like the ordinary outside car door, but inside of it there is a system of strips that makes the introduction of sparks and rain almost impossible.

Among the other inventions that Mr. Hoerr has perfected are a safety truck-end casting, a burglar-proof door guide, a pneumatic locomotive bell ringer, a new coupling for locomotives, and an improved locomotive truck, the principal claim for which is that its construction requires about one-third of the pieces used in the old-time method of construction, thus decreasing the cost and enhancing the strength of the truck.

Mr. Hoerr is not an inventor by chance. He planned a career along that line long before his school days were ended, and he fitted himself for it in an original way. He worked for a time in a candy machine factory; then he worked in a street car factory; then in a tobacco machine factory; then in a mill machine factory; then in a steam engine factory. Then he worked for a time in a local patent attorney's office; next he studied architecture, draftsmanship and civil engineering. He attended night school for two terms and then began his life work.

"I met with all sorts of direful predictions," he said. "I was told that I did not have the power of application; that I jumped around too much; that I ought to take up one thing and stick to it, and the prophecy was made that I would not amount to a row of pins. I was often reminded of the old adage, 'Jack of all trades, master of none.' But those who undertook to advise me did not know the aim I had. They did not know that my seeming skipping about was but part of a direct plan. I am satisfied with the results. Nine years ago I was making $25 a month; now I clear up about $5,000 a year. And I am pretty young still."

EDWARD C. MEISSNER:

Who Designs Hand Tools That Are Operated by Compressed Air.

How to make tools go by wind is one art in the practice of which Edward C. Meissner, a Manual Training School graduate of 1892, is finding fortune. Mr. Meissner has patented some twenty inventions of and improvements in pneumatic hammers, drills and chisels.

Mr. Meissner did not intend to be an inventor of pneumatic tools when he quit the schoolroom. He had an idea that he would be an electrician, and spent some time in that business. Then he became employed in the service of the Terminal Railroad Association and soon found that there were numerous tools in use in the shops that were slow and crude. Believing that there was money in the improvement of them, he began to study how they could be improved. He tried his hand at hammers and drills and chisels, but never quite got the hang of the best way in which to improve them until he hit upon the idea of employing compressed air as the motive power. This idea came through experimenting on an improvement in the manner of ringing a locomotive bell. Compressed air seemed just the thing, and he invented and patented a pneumatic bell ringer. Then he decided that he would try the use of compressed air as a motive power for light tools to be used in machine shops.

The first thing he invented on that order was a pneumatic hammer. It "went" all right, but he admits that it was a crude thing, and that it lacked the essential quality of standing hard use for a long time. He had not made a careful study of hammers, and did not know all there was to know about their work, points. He learned, however, after he had been experimenting for some time.

Now he has hammers of all sizes, and also chisels and drills, most of them for hand work. Some of them are very rapid, smaller ones being capable of delivering from 1,800 to 2,400 strokes a minute. To The Sunday Republic man he showed, by using them on a block of cast iron, how these chisels, hammers and drills are operated. With the smaller chisels—which are much like the hammers—he chipped off grooves in the cast-iron block more rapidly than a boy with a pocketknife can whittle notches in a cigar-box top. Then he took up one of the larger hammers, which has a speed of about 1,200 taps a minute, and knocked off great blocks of the iron. The hammers are used for driving rivets in boiler plates, architectural iron, and such things. The chisels are for the purpose of chiseling in iron. The drills are for both wood and iron.

"Until the introduction of compressed air as a motive power," said Mr. Meissner, "hand power was the only power for smaller tools of this nature. Large hammers and drills were operated by steam, but not smaller tools. Consequently the work was very slow.

"The success of my inventions has been highly satisfactory to me. There were many difficulties to overcome before they were perfected, and many costly experiments had to be made. I think compressed air is to be the motive power of the future. It is in its infancy just now. Of course, there will be places where steam must be used, also where electricity is essentially the best power, but compressed air will make many inroads upon the field of each, and before many years it will be almost a universal power, especially for light work. And, do you know that there is very little difference in the essential principles of construction between the large tools of to-day and the little foot-power plugger that dentists use? That plugger is the father of all the pneumatic tools in use to-day."

HARRY PRUFROCK:

Who Worked Out Little Improvements in Furniture That Bring Him a Big Income.

A successful young St. Louis inventor is Harry Prufrock, a Manual Training School graduate, and a son of William Prufrock, the furniture manufacturer. Mr. Prufrock has confined his inventions to one line—that of furniture—concerning which he has a practical education.

The most successful of half a dozen inventions that he has perfected is a detachable mattress and supported wovenwire spring for use on bed lounges and bed couches. Mr. Prufrock says he is collecting royalties on some 20,000 of these a year; eighteen manufacturers, one of whom is in England and one in Canada, using the patent in their business.

Mr. Prufrock says he invented the spring mattress to meet a demand which he found existed while he was on the road for his father's house in 1895.

"You have seen those old-time couches," he said, "the kind that open out and furnish a bed for extra company. They are very good things, but the trouble with them is that they always look like couches, and they always have a ridge in the center. They are not comfortable, for either one person or two. My customers asked me why we didn't get out something that would not look like a bed couch, and which would not have the ridge in the center—something that causes nightmares, tired backs, family rows, and the breaking of life-long friendships.

"I thought the suggestion a pretty good one and began to work on it. I made a number of experiments before I got what I wanted. Then I had it patented. The couch does not look like a bed; there is no ridge in the middle, and both the mattress and the springs are easy to get at. So there you are. I found a ready market for it here, and went over to England, where I had also patented it. I had to look a long time before I found an English manufacturer who would take the agency, but I finally found one. They are fearfully slow in England. They don't do things over there like we do them here. An article has to be so many years old, like wine, before they consider it worth taking up."

Two patent hinges, also for use on bed couches, are others of Mr. Prufrock's inventions. One is designed for couches whose owners dislike to walk around them to open them. It is an ingenious device by which the couch can be opened from either side. The other is so constructed that the couch does not have to be drawn away from the wall to be opened, the spring throwing the top forward. A ball-bearing caster for heavy furniture is another invention, but Mr. Prufrock says it is not a perfect one, and he is not making efforts to put it on the market until he has improved it.

"My inventions are what might be called simple ones," says Mr. Prufrock, "but none of them were accidental. The ideas had to be worked out, and always there had to be kept in mind the cost of production, the facility of application and the ability to impress upon the manufacturer, the dealer and the consumer the necessity for the improvement."

One of the Scenes From Annie Russell's New Play, "Miss Hobbs," Which Will Not Be Brought West This Season.

IN CASE OF BURNS, WHAT TO DO BEFORE THE DOCTOR COMES.

The Use of Paraffine, Collodion and Carron Oil.

Many lives are lost every year through ignorance of what to do for persons who are severely burned. A little knowledge of what to do before the doctor comes will prevent much needless suffering and often save lives. The information in this article is given by a surgeon who has made many hurried calls to fires to render aid to the injured. He said to me when I asked him what was the best thing to do for burns:

"Many times a person's clothing is ignited from the flames of a gas stove or carelessly dropped matches. In such cases the person is usually a woman; not that women are more careless than men, but their flowing house gowns are more easily ignited. The majority of women, when they find their clothing in flames, will start to run away from the danger.

"Such a procedure is quite likely to prove fatal. If the person is alone, a quilt, rug or portiere, or any large wrap, should be thrown about the body. Then, by lying upon the floor and rolling over, the flames can be quickly smothered. If some one is near at hand to give assistance, so much the better. In any case, the first thing to do is to see that every spark of fire is extinguished. That duty performed, the clothing should be removed from the burned portions of the body. There are many lotions that will relieve the pain. The one main point that should be kept in mind, however, is to keep the air from the burns.

"Nothing is better than flour to protect the burned surface from the air. Make liberal use of the flour and cover every part of the body that the fire has reached. When this is done, cover the patient with wraps, protect him from all drafts, and when the doctor comes he will dress the burns. Almost any kind of oil is excellent, except, of course, kerosene and similar oils. The very best oil that can be applied is linseed. This oil, mixed with lime water, forms carron oil, an old remedy for burns which has been in use over 200 years. Immediately upon application carron oil forms a false skin or film over the burned surface, which effectually prevents the air from reaching the injured parts. Collodion is also an excellent lotion to apply to burns. This preparation is antiseptic, and also a disinfectant. It keeps the burns absolutely clean, free from air, dirt and microbes.

"Not long ago, in one of the city hospitals, silver foil was used as a covering for burns. Of course, the foil served its purpose very well, but in most households such an article is seldom to be found. And even if the foil is obtainable, it is rather difficult to properly apply it.

"Paraffine or wax candles can be melted and poured over the burns. This quickly hardens and forms a coating through which the air cannot penetrate. This treatment also relieves the pain. Care should be taken that when melted and ready to pour on the injured parts it is not too hot. One argument against the use of paraffine is that it is removed with difficulty.

"All these remedies are merely preliminary precautions taken before the arrival of the doctor. In cases where the burns are extensive I should advise the application of flour or linseed oil. Keep the injured person as quiet as possible, and out of the air, and send for the doctor at once. Where the burns are slight, and the doctor's services are not required, the carron oil or collodion will prove excellent remedies. It would be a wise precaution to have a bottle of either lotion at hand. Where a patient is suffering from inhalation of smoke, heated milk will aid in reviving him."

To My Old Trunk.

COMPANION of my many tours,
Now battered, worn and rusted,
Your locks and straps
Have lived through scraps,
When others would have busted.
You've been ill used by many hands;
You've braved all sorts of weather,
In one-night stands, of many lands,
And still you hold together.

I've used you sometimes as a desk;
More often as a table,
When friends of mine,
With song and wine,
Have made my room a Babel.
And when the hours of mirth were done,
The guests all homeward started,
I've packed you tight and through the night
We also have departed.

Long may we be the best of friends—
Two comrades none may sever—
A player's life,
Is lonely strife,
His journey lasts forever.
And when the final curtain falls,
When o'er the Styx I'm ferried,
I'll but request that I may rest
In my old trunk deep buried.
—Harry King Tootle in the Dramatic Mirror.

Fame's Rewards.

THE Chicago Tribune intimates that, even if "republics are ungrateful," our great men are not forgotten.

"Still," said the old friend who had called to converse with the venerable sage, "in your advancing age it must be comfort to know your fame is secure."

"Yes," replied the aged scientist, "I am told there is a new disease and a 5-cent cigar named for me."